

MME. DREYFUS TELLS THE JOURNAL HOW SHE KNOWS HER HUSBAND IS INNOCENT.

Summarizes the Proofs of His Innocence. Says Esterhazy Is Author of the Bordereau.

(Copyright, 1898, by W. R. Hearst.)
Special Cable Dispatch.
By James Creelman.

LONDON, Nov. 26.—I have secured from Mme. Dreyfus this statement for the Journal, in which she demonstrates the innocence of her husband, the called French military officer, Mme. Dreyfus declares without reserve that the bordereau was the work of Esterhazy.

To the American People through the New York Journal:
I believe in my husband's innocence for the following reasons:
First—Men of honor do not betray their country. My husband was a man of honor. All who knew him admit this.



Lucie Dreyfus

Reproaches the Intolerance of France. As Cruel a Land to the Jews as Russia.

Clam, who fears to face the charge of forgery; Colonel Henry, the confessed forger and suicide, and Esterhazy, the unspeakable.

Esterhazy the Man!
Eighth—Of the experts who examined the bordereau upon which he was condemned three declared that it was not in my husband's handwriting. Everybody knows now that the bordereau was the work of Esterhazy.

Ninth—Henry's forgery is in itself sufficient evidence that in the judgment of the men who opposed Captain Dreyfus his condemnation needed propping up. This forgery was "in prece absolue" which M. Cavaignac, when Minister of War, recently read out to wildly enthusiastic Deputies as putting the guilt of my husband beyond any ray.

Tenth—The seven officers who constituted the court-martial would not have condemned him were it not that, after their deliberations had been concluded, General Mercier flourished before their excited eyes documents which he said were proofs of my husband's guilt. These documents were not examined and were forgeries.

Not Dreyfus's Handwriting.

Eleventh—M. Goebert, the best living authority on graphology, says that the bordereau is not in the handwriting of Captain Dreyfus.

Twelfth—It is now clear that the War Department has broken down in its efforts to sustain a case against my husband.

Thirteenth—The four journalists who lead the newspaper campaign against my husband are palpably unworthy of credence.

Drumont, of the Libre Parole, praises Luccheni, the murderer of the Empress of Austria; Deroulade is crazy upon the Jew question; Millvoys, of the Patrie, blundered before the Norton forgery, and was to Rochefort of the Intransigent, a bete noir as to the breath of his nostrils.

Fourteenth—The specific accusations made by Zola in his famous letter *J'accuse* are turning out to be wonderfully accurate.

Fifteenth—The conductors of the campaign against my husband have hesitated at no crime. Forgery, roguery, conspiracy, duplicity, lying, and perhaps murder, have been resorted to to keep my husband in chains.

LUCIE DREYFUS.

MAN'S HEART WAS PIERCED BY A PIECE OF HIS OWN FLESH.

Wagenblast, Whose Face Was Shot Away, Dies a Remarkable Death.

HE WAS RECOVERING.

Particle of Flesh Driven Into a Vein by a Shot Found Its Way to His Heart.

CELLULOID FACE MADE FOR HIM.

Surgeons Hold an Autopsy, and Then Discover the Cause of the Patient's Mysterious Death.

John Wagenblast died at St. Catherine's Hospital yesterday as the result of one of the most remarkable accidents ever known. He was shot with a piece of his own flesh, which, entering a vein, brought about his death. So remarkable was the entire accident that, had Wagenblast lived, he would have been the only man in the world without a face, except a face of celluloid that was being made for him.

Wagenblast was twenty years old and lived with his parents in Metropolitan avenue, near Newtown Creek, Williamsburg. On Saturday evening, November 19, he was helping to entertain a company of young folks who had come to the house. Wagenblast, who was a member of the National Guard, took up an antique musket and went through the manual of arms. When he came to "Order arms," he dropped the musket, but down, on the floor. Instantly there was an explosion, and the charge of buckshot with which the gun was loaded struck him full in the face.

He was taken to St. Catherine's Hospital, where it was found that both ears, the nose, the left cheek and the forehead had been entirely torn away, and that both eyes were destroyed. It was not believed that he could live, but he survived the night, and in two days began to recover.

Surgeons and nurses began to feel great interest in the case, and when it was seen that all the chances were in favor of recovery, preparations were begun for making a new face for him out of celluloid. The patient was anxious to live even with a false face. Doctors Kennedy and Slavin had special charge of the case. Liquid food was given to Wagenblast by means of a feed cup with a long nozzle. It was considered a miracle that he was still alive to talk.

Gradually improving, the surgeons finally decided that he would recover. Then came the surprise of his sudden death and the surprise of its cause. Yesterday, just as a nurse had finished attending to him and had laid his head gently on the pillow, he died, without an instant's warning.

An autopsy was held by Dr. Hickman and Dr. Slavin, ten other surgeons being present. It was found that a piece of the bone of his entire face that had killed Wagenblast, but a marvellous and unsuspected accident.

A fragment of flesh, torn from the forehead by one of the buckshots, had been driven into a vein, and taken up by the current of blood, had been slowly pushed toward the heart. It did not go easily, as it caught and scraped on the way like a tree branch carried down the channel of a river.

Finally the particle of flesh got to the heart, and the moment it reached that goal death came. It was, in its effects, as if a knife point had been driven into the heart.

"It is one of the strangest cases in surgical history," said Dr. Slavin, last night. "It will be of interest to scientists throughout the world. Anything that passes through a vein must kill a man; the very moment it enters his heart, he dies. It was on account of that principle that the young man died."

In a strong box strapped with iron in the treasure room of the Cunardier *Lucania* is a nugget of pure gold valued at \$50,000. It is in charge of H. Maitland Kersey, who is a passenger on the vessel. It was formerly the agent of the White Star Steamship Line here, but is now manager of the Yukon River Steamship and Gold Mining Company. John W. Mackay, J. M. Zeller, O'Brien, the Duke of Ave and others organized this company, and the nugget came from their mines.

Mr. Kersey reached New York with it last Tuesday, but kept its existence a secret until the valuable find was carried aboard the *Lucania* under a strong guard yesterday. The nugget is to be taken to London and exhibited in the Union Bank there as an evidence of the richness of the company's claims.

ALL EUROPE IS SNOWBOUND.

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London, Nov. 26.—The recent comparatively mild weather which has prevailed in Great Britain has been interrupted by a thorough blizzard in many parts of the country, especially in the north, where the snow drifts have been several feet deep. Three men perished in the snow in the Highlands, a train was blown off the rails near Tralee, Ireland, numbers of fishing boats have been lost, many fishermen have perished, and the Irish mail boats and cross Channel mail services were interrupted or seriously delayed.

The Belfast mail boat was twenty hours in making a trip which is usually accomplished in six hours, trains have been snowed up at several places and, generally, the snowstorm is considered to have been the worst for many years. The severe weather reached as far south as the Mediterranean, where a French transport, bound for Tunis, was obliged to return to Toulon in a damaged condition. She also reported that some of the recruits on board of her were killed or injured during the storm.

THE BLIZZARD.

Coal Goes Up as the Snow Comes Down.

Trust Advances Prices 15 Cents a Ton.

COAL prices were advanced yesterday all along the line. No new schedule was put out by the companies, but under a general understanding rates were marked up from 5 to 15 cents per ton. The principal advance was in chestnut coal, which rose 15 cents per ton, making the present price \$3.30 per ton free on board. New York. Other grades were advanced 5 and 10 cents per ton.

Even at present quotations prices are below the official schedule which was adopted several months ago. Their present move is believed in the trade to be merely preparatory to a new price schedule to be put out on or about December 1, which will advance at grades about 25 cents per ton.

The marking up of prices was virtually decided upon several weeks ago at a meeting of the sales agents of the various roads in the coal combine. More recent, however, was a meeting of the coal road presidents at the call of J. Pierpont Morgan. It is understood that at this meeting, which was held the first of the week, a "curtain lecture" was read to the presidents against rate cutting, which Mr. Morgan knows so well how to do.

The direct cause of yesterday's advance was the smallness of supplies and the inability of the roads to get coal in sufficient quantities to seaboard points on account of a scarcity of cars. Owing to the increasing demand as a result of the cold snap, which is pretty general all over the country, the sales agents selected the moment as opportune for putting up prices. The higher rates apply to all New England ports and to lake points, in addition to this city.

Chestnut coal represents the smallest portion of the New York stocks. It is used as a stove fuel by many consumers and is preferred to the so-called stove size. For this reason the biggest advance was made in this grade.

The coal breakers are working steadily, though there is a reduced output as compared with recent years. Should the present winter prove a severe one, as is predicted, and the production continue curtailed, as at present provided for under the combination of the roads, the prices will be advanced very materially. Dealers have been buying from hand-to-mouth, and now find themselves short of the sizes most in demand.

A rumor which is persistently in circulation concerning the coal situation is to the effect that the coal companies are planning a more active interest than usual in the industry. As the Lackawanna is the most frequent violator of the Trust agreement, it is understood that the Vanderbilts are to absorb it into the New York Central system by an exchange for bonds, as was done in the case of the Lake Shore, Delaware & Hudson may be taken in the same way. In the case of both these roads, the Vanderbilts are very largely interested in their stock.

LAKE STEAMER ASHORE IN STORM.

Frankfort, Mich., Nov. 26.—In a heavy snow storm the steamer St. Lawrence, loaded with corn, from Chicago, went ashore to-day one mile south of Point Betsy.

A heavy sea was running when the steamer struck the beach, and in taking off the crew and man, said to be the second engineer, was drowned. The steamer is hard aground and in bad condition. She is insured for \$75,000; cargo insured for \$26,000.

Cold and snow have been three years for carting and shovelling snow and ice, his first contract with Herbert Tate being for \$1 cents a load. Last year the work cost only about 60 cents a load.

Emergency service has been very satisfactory. Incompetence and dishonesty or the temporary foreman of gangs in the carting and fraud in the pay rolls have characterized this service in the past. The worst feature of it is that it does not clean the thoroughfares.

Mr. McCartney said yesterday he hoped the department would be able to keep the leading thoroughfares clean until new contracts can be made for snow removal.

PILES OF SNOW DELAY JERSEY COMMUTERS.

The blizzard had New Jersey in all sorts of trouble by 4 o'clock yesterday afternoon. The trolleys from New York to Newark and from Newark through the ranges were running on each line from 4 o'clock on. The Delaware, Lackawanna & Western, the Erie, the Susquehanna & Western and Jersey Central suburban trains on all divisions were from twenty to forty-five minutes late during the crowded commuters' hours. At 7:30 o'clock the trolleys were barely moving in Newark, and in Jersey City the trolleys ran at the shortest possible intervals, and barely succeeded in keeping the commuters from the city.

By 8 o'clock all system had gone out of steam and electric transit schedules. The suburban train on the Delaware, Lackawanna & Western Railway due at Orange from Jersey City at 8:15 arrived at 7:35, while the Morrisburg accommodation due to leave Orange at 8:45 did not arrive until 8:50. New York commuters were only taken home by running trains in solid files on the two-minute headway behind snow ploughs.

The North River ferries ran on special schedule, made for each trip. They moved at half speed, while the ferries sounding momentarily made possible transfer communication of any sort. Except the ferries and a few boats running for the coal docks, harbor traffic was at a standstill at 9 o'clock.

A peculiar feature of the storm along the coast was that far below Sandy Hook no snow fell until night. There was rain all the afternoon, and five miles inland there was snow.

LAWYER DIES IN STREET.

Timothy F. Neville, Esquire, while on His Way Home.

Lawyer Timothy F. Neville, sixty-one years old, of Lyndhurst, L. I., died accidentally last night on his way home. He was passing No. 4th East. Thirty-fourth street, on the way to the ferry, when he fell to the sidewalk. He died before the ambulance arrived.

Dr. J. J. Neville, a member of the Democratic Club, identified the body as his brother's. Mr. Neville leaves a widow and seven children.

THE BLIZZARD.

Streets Blocked with 8 Inches of Snow.

No Contracts Let for Its Removal This Year.

STORM and Effects.
Snowfall—Eight inches at midnight.
Temperature—Twenty-six degrees in the street.
No contracts for snow removal yet made.
Six hundred miles of paved street to be cleaned and no contracts let.
Less than 1,000 carts in the Street-Cleaning Department.
The Coal Trust advances prices 15 cents a ton.
The weather will clear up to-day.
A cold wave is following the storm.

GREAT NEW YORK was the centre of a blizzard yesterday that swept all the cities to the southward as far as Washington. It was the same storm that had been raging over the lake regions for two days. It was not such a blizzard as swept the city in March, 1888, but sturdy enough to clog the wheels of business here and cause numberless small accidents.

The tempest burst over the city soon after noon in the shape of a swirling snow storm that speedily filled the air with sifting flakes and rendered the atmosphere as opaque as a fog could have done.

In less than half an hour the ground was white, and at dark the trolley cars were telling along rails that were snow-clogged.

Eight inches of snow had fallen at midnight, and it was still coming down in the same blinding fashion.

The wind had been blowing at thirty miles an hour and there was not a sign of let-up at dark. The sifting flakes blinded the eyes of pedestrians and caused many collisions even in the full glare of the electric lights. The lights themselves showed dimly through the storm.

Ferry houses on the East River and North River fronts were crowded last night till a late hour. Not one of the boats was running on schedule time. The pilots had to steer by compass, so thick was the storm.

Sweepers run over the rails at short intervals made the car tracks in Manhattan Borough barely passable, but in Brooklyn some of the trolley lines were so choked with snow at 8 o'clock that it was almost impossible to run the cars over them.

On the cross-town lines traffic was abandoned.

On the trunk lines terminating in this city and Jersey City trains were blocked by the snow, and every cut was filled with it. Many of the trains, it is said, were hours behind time. The storm has taken not only New York, but the entire State of New York and several States south of it. It is expected that travel on the trunk lines to the West will be seriously interrupted, but no accidents were reported at a late hour last night.

The weather man in his office on top of the American Surety Building gave the cheering news last night that the snow would cease to-day. It will sweep away to the eastward in the track of a gale, but that same gale will assume a speed in New York of fifty miles an hour.

"This storm," said the weather man, "is the same one that started for the coast from the north of Lake Superior Friday morning. It has gathered strength with every mile it has travelled and developed one of the most unusual storms that has ever struck this city at this season of the year."

NO CONTRACT YET LET FOR REMOVING SNOW.

No contract for removing snow has yet been let this winter and the work at present must fall upon the regular force of the Street-Cleaning Department. Delay in securing the regular force from the official price prevented the advertising for bids until Wednesday last, and these bids cannot be opened until December 8.

Superintendent McCartney recognizes the inefficiency of his regular force in case of a very heavy snow fall and may have to organize an emergency corps.

It is perhaps fortunate for the Commissioner that agreements entered into with the street railroad companies by the late Colonel Waring remain in force. Under these each company assumes the responsibility for a certain fixed street area, from curb to curb, instead of only on its tracks.

By this arrangement Church street, for instance, is kept clear between Canal and Vesey streets, and all the snow thrown from the tracks by ploughs or sweeping machines is carted away.

The department is ill prepared to remove heavy snow at the present time. It could not muster more than 1,000 carts, and these were not sufficient to clear the streets. In February, 1890, 4,000 carts were unable to do the work. The average mileage of snow ploughs is about 70,000 feet per day. The snow was drifting badly last night in the railroad cuts in Suffolk County, especially in the Shinnecock Hills. The Long Island Railroad had Company sent out four mammoth steam ploughs to keep the tracks open.

The New York Central & Hudson River Railroad was clear last night. Western trains were from twenty to forty minutes late, but it was said this was due entirely to delays west of Buffalo.

SNOW PLOUGHS OUT ON LONG ISLAND.

Traffic on the Long Island Railroad was not stopped, although the trains were somewhat behind time. The New York and Queens County Electric Railroad was badly knocked out by the storm, and many residents of Flushing, Newtown, Jamaica and intermediate points had to take the steam railroad to get home.

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SOCIETY FUN IN A BREWERY.

Members of Baltimore's 400 Steal Away to a Merry Revel in Bohemia.

Baltimore, Nov. 26.—Not in many years have the tongues of the Four Hundred wagged so vigorously as to-day, when it was announced through one of the morning papers that about twenty society men and women had spent "a night in Bohemia" and that the scene of the gayeties was a brewery—the establishment of Fred Gottlieb, on South Hanover street.

The party was chaperoned by Mrs. John M. Robinson, once the leader of the famous "Brass Band," and William Lucas, Jr., secretary of the Bachelors' Collation, the most exclusive social organization in Baltimore.

Donald Swan, the divorced husband of Mrs. Eliza Dyer, Jr., whose present husband is the cotton leader in New York and Newport, was a conspicuous figure. There were, besides, Miss Laura Jenkins, a descendant of Francis Scott Key; J. Randall Nordval, the Harney boys, sons of the wealthy pork packer; former Governor Brown, Reese Cassard, Pere L. Wicks, Jr., and the beautiful Robinson sisters, well known in New York. Two actors were also in the party, Dan Daly and Ed. Tyler.

The "Night in Bohemia" consisted of songs and dances, promenades and a grand finale, a cake walk.

The whole affair was arranged quietly, but when it leaked out, society took a day off to talk it over.

FRENCH BANKS WILL AID SPAIN.

Special Cable to the Journal.
(Copyright, 1898, by W. R. Hearst.)
Paris, Nov. 26.—Several prominent financial firms here have been sounded by their agents in Madrid concerning a proposition to reorganize Spain's external debt. These approaches were received favorably, but nothing can be done until the effects of the financial arrangement with America can be ascertained.

TORTURED TILL A MILLION FOR \$50,000.

Old Couple Cruelly Forced to Reveal Their Hidden Wealth.

Toledo, Nov. 26.—Word was received here this evening of a torture and robbery near Ottawa, east of this city. An old couple, named Monnie, who live with their grandson, Christ Monnie, were attacked last night in their home by three masked men, who demanded that the old man reveal the hiding place of his wealth.

All the threats that the men could make had no effect upon him. Finally the robbers stripped him stark naked and ducked him in the cistern, but even then he refused to tell, as did his wife, under his direction. Again they ducked the old man in the cold water until he was so chilled that he fainted.

Then the robbers turned their attention to the old woman. She declared that they might kill her, but she would never tell where they had their money concealed. The men took her out to the barn and tied a halter about her neck. Yet she remained firm and refused to even answer their questions. One of the men started to draw her up to a beam by means of the halter, when she consented to tell of the hiding place of their long hoarded wealth.

The men went back to the house with her, where she reluctantly pointed out three or four points about the dwelling where their money and other valuables were hidden. In this manner they secured about \$7,700 and about \$4,000 in negotiable paper. Just then a sound at the back door attracted their attention and they bolted for the outside, to be greeted with a fusillade from a dozen neighbors whom the grandson had hastily gathered.

They made a run for a team, but as they were about to enter the vehicle one of the men threw up his hands and fell. His two companions tossed him into the trap and lashed their horses into a gallop, and later it is believed, escaped on a train.

Farmer Eludes Police for a Year.

John Heiler, a New Utrecht farmer, for whom the Brooklyn police have been looking for more than a year, was arrested last night on a warrant for robbing Lily Myers, of Busholm, of \$2,000 in bonds of the National Surety Company. He and the Myers woman were friends, but she alleged that in May, 1897, he disappeared with the bonds, which belonged to her.

CHURCHES, CONFERENCES AND A COLLEGE BENEFIT BY MAST'S WILL.

Springfield, O., Nov. 26.—The will of the late P. P. Mast, the wealthy manufacturer and ex-Mayor, whose death occurred last Sunday, was read this afternoon, and will be filed for probate Monday. The will disposes of property valued at nearly \$2,000,000. As was expected, and in harmony with his life, he left public bequests amounting to about \$500,000.

Mast was an ardent Methodist, and for years was a trustee of the Ohio Wesleyan University, at Delaware. Eight years ago he gave \$15,000 for the construction of the St. Paul Methodist Episcopal Church, this city. His chief public bequests are as follows: To Ohio Wesleyan University, 500 shares of the capital stock of P. P. Mast & Co. and Must, Poon & Co.; for the erection of a library building to cost \$100,000, and \$75,000 in cash; to Grace Methodist Episcopal Church, this city, \$75,000 to be used in the construction of a new church. The magnificent Mast home, one of the finest residences in Ohio, with four acres of ground, all costing over \$200,000, is given to the Ohio Wesleyan University to be used for university purposes in whatever department the trustees may elect; \$80,000 to the Cincinnati Methodist Episcopal Conference for superannuated ministers; the residue of the property, valued at a million dollars or over, is divided equally among three adopted daughters. He had no children of his own. These three daughters are the wives of E. B. Loomis, United States Minister to Venezuela; G. Harry Frey, of Council Bluffs, Ia., and Charles K. Rodgers, of this city.

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The Belfast mail boat was twenty hours in making a trip which is usually accomplished in six hours, trains have been snowed up at several places and, generally, the snowstorm is considered to have been the worst for many years. The severe weather reached as far south as the Mediterranean, where a French transport, bound for Tunis, was obliged to return to Toulon in a damaged condition. She also reported that some of the recruits on board of her were killed or injured during the storm.

HE WAS SHOT; DIDN'T KNOW IT.

H. Maitland Kersey Takes It to England as a Sample of Alaska's Wealth.

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